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Hongkong, 17th June, 1902.

[PUBLISHED BY SPECIAL ARRANGEMENT.]

THE WORLD-MASTERS.

BY
GEORGE GRIFFITH.

Author of "The Angel of the Revolution,"
"Brothers of the Chain," "The Justice
of Revenge," "A Honey-moon
in Space," &c., &c.

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CHAPTER XXVI.

On the morning of the eleventh day the
French President, who had been drawn along
the useless railway from Paris to Calais by
relays of horses harnessed to a light truck
running on wheels of papier-mache, embarked
for Dover on board a fishing lugger. Twelve
hours before the German Emperor had sailed
from Cuxhaven, which he had reached by rail
with infinite difficulty and after a dozen break-
downs, for Harwich in a fast wood-built schooner
yacht.

During the last four or five days there had
been a very lively communication between the
Continental and England. All English steamers,
including warships, had been forbidden to pass
the three-mile limit. By a happy accident the
Channel Fleet and the Home Defence Squadron
had anchored in British waters after the man-
oeuvres just before "Monsieur Chryste" fled at
Malta, powerless to move an engine or fire a
gun. Communication across the Narrow Sea was
still possible by wireless sailing craft, and it was
the news which these had brought from
England that had induced the Kaiser and the
President to go and see the miracle for them-
selves.

The moment that they set foot on English
soil, which they did almost about the same time,
the growing lassitude of the last few days
vanished.

"These are truly the Fortunate Isles just
now," exclaimed the Kaiser, as he drew his first
breath of the cool English air. "A few more
months and I am a man again. Then that
circular which we all laughed at so was true!"
He turned to himself. "Yes, everything seems
going on as usual. They seem to be caring as
little about the state of Europe as they did
about the African war. Why, there's a train
running as easily as though the railways of
Europe were not stricken with wreck."

Then he turned to the aide-de-camp who had
accompanied him, and said:
"Von Kritzinger, are you not getting me a
special train, too?—but not one that better keep
incognito. Be good enough to go and see when
there is a fast train to London, and then we
will get something to eat."

The Emperor and his aide were both in
ordinary racy costume, and the points of the
famous moustache had been dropped downwards.
The aide came back to the yacht in a few
minutes, saying that there was a fast train to
London in forty minutes. So His Majesty dined
briefly but well at the Great Eastern Hotel, and
presently found himself speeding swiftly and
smoothly with an unwieldy sense of security
towards London.

The French President experienced practically
the same sensations when he landed at Dover
and took the train to Charing Cross. Every-
thing was going on just as usual. They were
even doing target practice with the big guns
from Dover Castle, and as he heard the boom
of the cannon, he thought with a shudder of
what had happened only a day or two before to
the great French siege guns before Metz and
Strasbourg.

All he noticed out of the common was the
Kaiser's moustache, long-blades of great steel, masts
along the coast and clumps of them on every
deserted island. From what he had already
learned from General Duce, he half-guessed that
these were the means through which the earth
received the vast volumes of electricity given off
from the Works in Bothnia Land, and that it
was thus that the magnetic equilibrium was kept
undisturbed.

In London nothing seemed altered. Every-
body was going about his daily business as
though no such Continent as Europe existed, and
the President and the Kaiser, wondering greatly,
both went and put up at Claridge's, and there,
to their mutual astonishment, recognized each
other. Both were strictly incognito, both re-
cognized fully that the state of affairs in Europe
had reached the limits of the possible, and both
guessed that they had come practically on the
same errand, wherefore Kaiser bowed to Presi-
dent and President bowed to Kaiser, after which
they shook hands, took wine together, and like a
couple of good sportsmen proceeded to play a
little on the lawn, to discuss the situation in the Kaiser's
private sitting-room.

The result of an interesting and momentous
conversation was that the Kaiser sent his aide
with an autograph letter to Buckingham Palace
requesting the honour of an interview with
King Edward for himself and the President.

The answer was a Royal brougham and pair
and a cordial invitation to the two potentates
whom Fate and the great Storage Trust had
brought so strangely together, to sleep at the
Palace.

Nearly the whole of the next day was occupied
in interviews between the three rulers and also
with the Ministers of the great Powers who
were still in London. The American Minister
and the English manager of the Great Storage
Trust were present at most of them. At the
end of a lengthy discussion on the status quo
the Kaiser confessed in his usual frank, manly
fashion that, not only Germany, but Europe
was helpless in face of the invincible but
tremendous force which the Trust had shown
itself capable of exercising.

"We are helpless," he said, "and it would be
only foolhardy to hide the fact. Our ships
are helpless hulks, most of them wrecks, our
trains will not run, our machinery will not
work, our guns will not shoot. Within three
days we have gone back to the Middle Ages or
beyond that—for even if we had armour you
could break it with your fist, and you would not
even want a mailed one," he added with a laugh
at his own expense.

There are over ten millions of men carrying
arms they cannot use, and hundreds of thousands
of these men are starving because the railways
are useless and no food can get to them. It
would be absurd were it not so great a tragedy,
but since we cannot fight we must arrange our
differences some other way. What do you say,
Monsieur le President?"

"I say as your Majesty does," replied
Monsieur Douhot, in his blunt common sense
fashion; "and, since these gentlemen of the
Trust have shown us how helpless we are, the
Trust have rendered, perhaps Europe may
be induced to seek for some more reasonable
method of arranging disputes than by the
shedding of blood."

"I most sincerely hope so," said King Edward
"and if these gentlemen are prepared to endorse
these sentiments on behalf of their august
masters I think there will be little difficulty in
arranging matters satisfactorily, and putting an
end to what may be justly described as an
intolerable and impossible condition of affairs."
What do you say, gentlemen?" he went on,
turning to the Ministers.
"I fear, your Majesty, it would be necessary
for me to communicate with my Imperial Master

before I could pledge him to any course re-

specting surrender."
"My dear Count," said the Kaiser, turning
towards him with a laugh, "I am afraid you
hardly realise the position. It would take you
at the very least three weeks, possibly six, to
reach Petersburg. You forget that all the
mechanical triumphs of civilisation are for the
present a thing of the past. There are no
telegraphs, no railways. Neither horses nor
men are capable of any great exertion, and
their strength is further from London to-day than
Peking was a month ago."

"And even from Paris," added the President
when the Emperor had finished, "I have been
four days travelling. I came to Calais in a
truck drawn by horses along the railway, and
from Calais in a fishing boat. Gentlemen, if
I venture to advise, I will suggest that, in
the best way, the only thing that Europe, in
your person, can do, is to place itself in the
hands of His Majesty King Edward. We have
been enemies, but he is the friend of all of us,
and if any man on earth can and will do right
it is he."

"I entirely agree with Monsieur le President,"
said the Kaiser. "We are helpless and he can
help us. For my own part I place the interests
of Germany unreservedly in his hands."

After this it was impossible for the Ministers
of the other Powers to hold back, and so a joint
note was drawn up there and then, praying King
Edward to accept office of mediator between the
contending Powers, and these narrow-minded monarchs
were from their citadel in the midst of the far-
off northern wilderness, had proved their title
to sovereignty by demonstrating their power
to render the nations helpless at their will.

The only communication that was now
possible with Canada and therefore with Bothnia
Land, was by means of aerographic messages
transmitted from one station to another, the
North of Scotland, the Faroe Islands, Iceland,
Greenland, and Newfoundland, where the
cable was working as usual. It took nearly
twenty hours for the messages to reach the
Works, and the President had scarcely com-
municated its contents to his colleagues when the
Nadine came rushing full speed into
Adelaide Bay with the news that the great
Russian icebreaker with three other vessels in
her wake was steaming down from the north-
ward about twenty miles away.

CHAPTER XXVII.

The news that the King of the Expeditions
was allowed to spend without comment through
the Works, and to the intense surprise of the
three Imperial guests of the Trust no ap-
parent precautions were taken to protect the
Works or the harbour in which the Nadine and
the Washington were now lying, against the
coming of what everyone knew could be nothing
but a hostile force. The two vessels having
made their report filled their bunkers and steamed
out of the harbour again to the southward
and westward. The great engines were set
revolving, and Europe and Asia of their vital
importance were again in the hands of the
Trust.

The one to King Edward informed his
Majesty that the President and Board of
Trust, while insisting upon the terms of the
circular they had addressed to the Powers of
Europe, and giving fair warning of what would
happen if those terms were ignored, were per-
fectly content to leave everything else in his
Majesty's hands.

The message to the President gave him all
the news that there was to give, and informed
him that as soon as the King's decision was
announced the engines would be stopped, the insu-
lators removed, and the electrical and magnetic
currents allowed to flow back over their natural
courses, the result of which would be that in
from twenty-four to twenty-six hours normal
conditions would be re-established, and the
business of the world could go on as usual. All
fighting, however, save under a war-tax of a
dollar per head per week of men engaged in
armies and fleets would be prohibited. If
King Edward, the President and the manager of the
Trust, had been instructed to lay before his
Majesty and the foreign Ministers in London,
were violated the engines would be started again
with the same results as before.

It was about eight o'clock in the evening of
the same day that to put it in conventional terms,
for the long summer twilight of Bothnia Land
knew no morning and no evening, that the
huge shape of the Russian icebreaker, followed
by her three escorts, one a genuine wooden
built exploring ship, and the other two a great
ice-mining machine, rounded Cape Adelaide into
the Bay. A couple of miles behind them came
the three ships of the French expedition, an
antiquated cruiser fitted with the best modern
guns, and two obsolete coast-defence ships, slow,
but strong, and also armed with formidable guns.

"So your friends have come at last," said
Miss Chryste to Adelaide and Sophie as they
were taking their evening promenade along one
of the broad parapetted walls which formed the
quadrangle of the Works. "Somehow I always
thought it was this Poo they were going to
look for, but the other one, I reckon they
allowed there was a lot more to be found here
than on north yonder."

"Of course they did," said Adelaide with a
low laugh that had a wicked ring in it. "There
is no need for diplomacy now. Here is the
World-Throne, the seat of such power as man
never wielded before. Here, within those four
great walls, are contained the destinies of all
the nations on earth. Here is everything for
nothing. A dear Marquis, said Sophie, "do you
not think that you are letting your feelings run
away with you?" I grant you they are
natural, but—

"But I guess that's what she means all the
same," said Chryste; "and I don't like her any
less for saying it. Those scientific expeditions
of yours have just come out here to take the
Works by storm if they can and run the show
on their own. Well, that's just what we're set
going to do, grubbing it. We're made war on
Europe, and Europe's feeling pretty sick over it;
but I'll tell you honestly that the sickness of
Europe just now isn't a circumstance to
what those expeditions are going to experience
if they try to rush these Works by force, and
they won't get them any other way. Well,
now I see that some of the people are going
down to the steam launch. Shouldn't wonder
if Lord Orrel and poppa were sending your
friends an invitation to supper, or breakfast,
or whatever you'd like to do in this everlasting
daytime. I reckon that would be quite an
interesting little surprise party, wouldn't it?"

"Delightful!" said Sophie, her quick wits
already at work on the problem of how to turn
such a surprise party to the advantage of
Russia. After all when the appropriate mo-
ment came it might be possible. Victor Fargue
would be there on the French Expedition with
all the information required to keep the Works
in operation, or to give the secret which had
been stolen from the world back to it. Even at the
last moment it was still possible to triumph.

Almost at the same instant similar thoughts
were passing through Adelaide's brain. Here
were both Expeditions. They had arrived at
the psychological moment. "She knew that the
ships were armed with the finest weapons that
modern science could create. There were

hundreds of trained sailors, gunners and
marines on board. The Works were within
easy range of the Bay, where the Russian ships
were even now coming to an anchor. Surely
in the face of such a force—a force which could
wreck even these tremendous Works, the
Masters of the World could do nothing but
surrender. At the same time she would have
given a good deal to have had in her pocket the
dainty little revolver which she knew Miss
Chryste had in hers.

While they were talking the French Expedi-
tion, of which one of the ships had broken down
and been compelled to retreat at Halifax, delaying
both expeditions over a week, in addition to the
cooling, rounded Cape Adelaide and proceeded
to anchor. There were now six armed vessels
in the Bay, at a distance of about four miles
from the Works.

(To be continued.)

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND OF SIX
Dollars per Share for six months ending
30th June, 1902, will be payable on the 29th
inst., on which date Dividend Warrants may
be obtained on application at the Company's
Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 21st to the 29th
inst., both days inclusive.
By Order of the Board of Directors,
A. SHELTON HOOVER,
Secretary.

Hongkong, 16th July, 1902. [1831]

HONGKONG, CANTON AND MACAO

STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SECOND ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the OFFICE of the Company, No. 15,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 5th AUGUST, at 12 o'clock
Noon, for the purpose of receiving a Report of
the Directors, together with a Statement of
Accounts, declaring a Dividend, and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from 23rd July to the 5th
August, inclusive.
By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 15th July, 1902. [1930]

THE PUNJON MINING COMPANY,

LIMITED.

IN accordance with Articles Nos. 23 and 27
of the Articles of Association of the
Company, NOTICE IS HEREBY GIVEN
that the following Shares will be liable to be
FORFEITED, unless the Call due on the
15th day of November, 1901, be paid, together
with INTEREST at 10 per cent. per Annum,
at the Office of the Company, No. 13, Beacon-
field Avenue, on or before the 25th day of July,
1902.

The following are the distinguishing Num-
bers of the Ordinary Shares:

3154/3155	1271/1270	2550/2549
3156/3157	1272/1271	3581/3580
3158/3159	1273/1272	3582/3581
3160/3161	1274/1273	3583/3582
3162/3163	1275/1274	3584/3583
3164/3165	1276/1275	3585/3584
3166/3167	1277/1276	3586/3585
3168/3169	1278/1277	3587/3586
3170/3171	1279/1278	3588/3587
3172/3173	1280/1279	3589/3588
3174/3175	1281/1280	3590/3589
3176/3177	1282/1281	3591/3590
3178/3179	1283/1282	3592/3591
3180/3181	1284/1283	3593/3592
3182/3183	1285/1284	3594/3593
3184/3185	1286/1285	3595/3594
3186/3187	1287/1286	3596/3595
3188/3189	1288/1287	3597/3596
3190/3191	1289/1288	3598/3597
3192/3193	1290/1289	3599/3598
3194/3195	1291/1290	3600/3599
3196/3197	1292/1291	3601/3600
3198/3199	1293/1292	3602/3601
3200/3201	1294/1293	3603/3602
3202/3203	1295/1294	3604/3603
3204/3205	1296/1295	3605/3604
3206/3207	1297/1296	3606/3605
3208/3209	1298/1297	3607/3606
3210/3211	1299/1298	3608/3607
3212/3213	1300/1299	3609/3608
3214/3215	1301/1300	3610/3609
3216/3217	1302/1301	3611/3610
3218/3219	1303/1302	3612/3611
3220/3221	1304/1303	3613/3612
3222/3223	1305/1304	3614/3613
3224/3225	1306/1305	3615/3614
3226/3227	1307/1306	3616/3615
3228/3229	1308/1307	3617/3616
3230/3231	1309/1308	3618/3617
3232/3233	1310/1309	3619/3618
3234/3235	1311/1310	3620/3619
3236/3237	1312/1311	3621/3620
3238/3239	1313/1312	3622/3621
3240/3241	1314/1313	3623/3622
3242/3243	1315/1314	3624/3623
3244/3245	1316/1315	3625/3624
3246/3247	1317/1316	3626/3625
3248/3249	1318/1317	3627/3626
3250/3251	1319/1318	3628/3627
3252/3253	1320/1319	3629/3628
3254/3255	1321/1320	3630/3629
3256/3257	1322/1321	3631/3630
3258/3259	1323/1322	3632/3631
3260/3261	1324/1323	3633/3632
3262/3263	1325/1324	3634/3633
3264/3265	1326/1325	3635/3634
3266/3267	1327/1326	3636/3635
3268/3269	1328/1327	3637/3636
3270/3271	1329/1328	3638/3637
3272/3273	1330/1329	3639/3638
3274/3275	1331/1330	3640/3639
3276/3277	1332/1331	3641/3640
3278/3279	1333/1332	3642/3641
3280/3281	1334/1333	3643/3642
3282/3283	1335/1334	3644/3643
3284/3285	1336/1335	3645/3644
3286/3287	1337/1336	3646/3645
3288/3289	1338/1337	3647/3646
3290/3291	1339/1338	3648/3647
3292/3293	1340/1339	3649/3648
3294/3295	1341/1340	3650/3649
3296/3297	1342/1341	

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	TO
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th July.
GLASGOW and LIVERPOOL	"DARDANUS"	On 18th August.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August.
GLASGOW and LIVERPOOL	"PYRHEUS"	On 20th August.
GLASGOW and LIVERPOOL	"DIOMEDES"	On 23rd August.
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.

FOR	HOMEWARDS.	TO SAIL
LONDON	"SARPEDON"	On 22nd July.
LONDON	"ULYSSES"	On 30th August.
LONDON and ANTWERP	"TELEMACHUS"	On 10th August.
LONDON	"ANTENOR"	On 2nd September.
LONDON	"DARDANUS"	On 16th September.
LIVERPOOL	"PYRHEUS"	On 20th September.

Hongkong, 15th July, 1902.

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. C.CHINA NAVIGATION CO.,
LIMITED.

FOR	TO	TO SAIL
IOLOILO and CEBU	"SUNGKIANG"	On 16th July, at Noon.
FOOCHOW	"PAKHOI"	On 17th July.
SHANGHAI and CHINKIANG	"WOOSUNG"	On 17th July.
Kobe and YOKOHAMA	"TSEINAN"	On 22nd July.
TIENTSIN	"NANSHANG"	On 26th July.
CEBU and IOLOILO	"KAIPONG"	On 29th July.
PORT DARWIN, THURSDAY	"TAIYUAN"	On 29th July.
ISLAND, COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY, MELBOURNE and		
ADELAIDE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th July, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	TO	TO SAIL
TAMSAI, VIA SWATOW	"DAIJI MARU"	SUNDAY, 20th July.
TAMSAI, VIA SWATOW	"DAIJI MARU"	SUNDAY, 27th July.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 16th July.
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 23rd July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tam-sai to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA.

Hongkong, 14th July, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI INLAND SEA OF JAPAN, KOBE, AND YOKOHAMA FOR PORTLAND, OREGON.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
INDRAVELLI	3,152	Craven	July 26, 1902
INDRAPURA	3,152	Hollingsworth	Aug. 14, 1902
INDRASAMHA			Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Ports, and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA"

Captain Moss, will leave for the above places on FRIDAY, the 18th inst., at Noon.

This Steamship has a Captain and a Doctor for Passengers' Light and carries a Doctor.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 10th July, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

P. L. Y. MOUTHE, AND LONDON.

Through Bills of Lading issued for BARATIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"BENGAL"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this Bombay on SATURDAY, the 19th inst., at Noon.

Taking Passengers and cargo for the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to order the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
D. A. HENNETT,
Superintendent.

Hongkong, 20th July, 1902.

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RADNORSHIRE"

will be despatched for the above port on SUNDAY, the 10th July.

For Freight, apply to
SHAW, TOMES & CO.,
Agents, Shire Line.

Hongkong, 30th June, 1902.

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSEITA MARU"

will be despatched for MANILA on THURSDAY, the 24th inst., at Noon.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Princess's Buildings, 105-House Street.

HONGKONG, 16th July, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 28th July, 1902, at 1 p.m., the Company's Steamship "ANNAM" Captain Sallier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 27th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th July, 1902.

FOR NEW YORK.

THE "COMET"

Captain Davis, is now loading for the above port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & CO.,
Hongkong, 25th June, 1902.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during its stay in Hongkong:—

ADOLPH OEBIG, Amer. barque, S. Amesbury, Standard Oil Co.

ALLAN, American ship, McKay—Standard Oil Co.

EVIE J. RAY, American barque, Keston, Sander, Weller & Co.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH"

FROM LEITH, LONDON AND

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 16th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th July, 1902.

STEAMSHIP "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES OF CARGO from London, Antwerp and Havre ex a.s. Tigre, and Bordeaux ex a.s. Cambrai and Ville de Valenciennes, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before 2 o'clock TO-DAY, 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after MONDAY, the 21st July, at Noon, will be subject to rent and landing charges.

All damaged packages will be examined on MONDAY, the 21st July, at 2 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 14th July, 1902.

FR. M. HAMBURG, HICKMAN, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ"

Captain Frueh, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, 14th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 14th July, 1902.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TYDEUS"

are hereby notified that the Cargo, being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 21st inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th July, 1902.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TELEMACHUS"

are hereby notified that the Cargo, being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 21st inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th July, 1902.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 2 p.m. on the 16th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON & CO., LD., Agents.

Hongkong, 14th July, 1902.

HONGKONG.

STEAMERS.

Airdie, British str., 2,500, George, July 14, Gibb, Livingston & Co.

Anping Maru, Jap. str., 1,032, Sadzaki, July 12, Mitsui Bussan Kaisha

Arno, Leyland German str., 1,076, Payson, July 1, E. A. Trading Co.

Arctonagon, British str., 2,879, Stewart, July 7, David Sassoon & Co., Ltd.

B. vonrich, British str., 2,164, Thomson, July 11, Gibb, Livingston & Co.

Borg, Norwegian str., 728, Mathisen, July 9, Chinese

Braemar, British str., 3,216, Watt, July 11, Dodwell & Co., Limited

Buen Viaje, American str., 275, Ross, July 8, Byggo, Norwegian str., 771, Carlsen, July 8, Sander, Weller & Co.

China, Austrian str., 3,855, Mosca, July 14, Sander, Weller & Co.

Chitli, British steamer, 1,243, Cowan, July 7, Butterfield & Swire

Chowat, German str., 1,115, Textor, July 11, Butterfield & Swire

C. Ferd., German str., 3,786, Frueh, July 14, Hamburg-Amerika Linie

Crown of Aragon, British str., 1,474, Dorward, May 13, Gilman & Co.

Emma Layton, Ger. str., 1,152, Martens, July 5, East Asiatic Trading Co.

Empress of Japan, British str., 3,005, Pybus, July 8, C. P. K. Co.

Eros, Norwegian str., 706, Reutz, July 15, Chinese

Hermann Menzel, German str., 1,935, Schott, July 10, East Asiatic Trading Co.

Hinsang, British str., 1,539, Wheeler, July 14, Jardine, Matheson & Co.

Holstein, German str., 985, Lorenzen, July 8, Jensen & Co.

Hopang, British str., 1,339, Hay, July 9, Jardine, Matheson & Co.

Kohsichang, Ger. str., 1,291, Spieser, July 8, Butterfield & Swire

Kwanglo, Chinese str., 1,467, Lincoln, July 10, Jardine, Matheson & Co.

Kwangning, British str., 1,243, Blake, July 14, Chinese

La Porte, British str., 1,592, Westerton, June 10, Order

Laertes, British str., 1,340, Parkinson, July 14, Butterfield & Swire

Lightning, British str., 2,122, Spence, July 12, David Sassoon, Sons & Co.

Lisa, Swedish steamer, 988, Hornlund, June 12, Longmoon, Ger. str., 1,245, Drews, July 3, Sander, Weller & Co.

Loyal, German str., 1,006, Weidlich, July 15, Sander, Weller & Co.

Lu in, Austrian steamer, 1,508, Zar, July 7, Chinese

Maria Valeria, Aust. str., 2,648, Bellen, July 13, Sander, Weller & Co.

Nees, British steamer, 1,963, Peart, July 1, Mitsui Bussan Kaisha

Pahat, British str., 1,387, Williams, July 11, Butterfield & Swire

Pukalan, British str., 1,235, Reid, May 28, Bradley & Co.

Poria, British str., 1,276, Blackland, July 11, Sheehan, Tomes & Co.

Petrarch, German str., 1,552, Uecker, July 15, Sander, Weller & Co.

Phra C. C. Khao, German str., 1,912, Ballehr, July 10, Butterfield & Swire

Poplar Branch, British str., 3,473, Anderson, July 15, Butterfield & Swire

Rajaburi, German str., 1,189, Wendig, July 14, Butterfield & Swire

Rommel, Amer. str., 487, Mordareta, July 15, Standard Oil Co.

Sambila, German str., 3,023, Schmidt, July 14, Hamburg-Amerika Linie

Sannki Maru, Jap. str., 3,787, Townsend, July 14, Nippon Yusen Kaisha

Sapporo, Norwegian str., 959, Fagerland, July 8, Carlitz & Co.

Shakano Maru, Jap. str., 2,220, Fujita, June 21, Dodwell & Co., Limited

Shansi, British str., 1,223, Carnaglan, July 7, Butterfield & Swire

Shantung, Ger. str., 1,004, Engelhard, July 10, Melchers & Co.

Skarpens, Norw. str., 1,130, Kristiansen, July 14, Sander, Weller & Co.

Tahiti, German str., 725, Calender, July 7, Meyer & Co.

Tahiti, British str., 1,121, Jenkins, July 5, Bradley & Co.

Taitan, British str., 1,459, Dawson, July 9, Butterfield & Swire

Telamachus, British str., 4,891, Goodwin, July 14, Butterfield & Swire

Tingting, British str., 1,915, Sawyer, July 9, Jardine, Matheson & Co.

Tsaurigian Maru, Jap. str., 2,503, Matsukaki, July 14, M. B. Kaisha

Valetta, British steamer, 2,983, Cubitt, July 4, P. & O. S. N. Co.

Wingsang, British str., 1,517, Selzer, July 10, Butterfield & Swire

Woonang, British str., 1,100, Dawson, July 10, Butterfield & Swire

Yunwang, British str., 1,128, Rolfe, July 12, Jardine, Matheson & Co.

Yn gelling, Chinese str., 700, B. at, July 13, Sander, Weller & Co.

Zabra, British str., 1,611, Ramsey, July 11, Sander, Weller & Co.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Nakhimoff, Russian cruiser, 9,000 tons, Capt. Vavilovsky, at Vladivostok

Alouette, Russian cruiser, 8 guns, 1,200 h.p., Capt. G. Guiter, at Vladivostok

Alouette, French cruiser, 300, Lieut. Aoun Bello, at Shanghai

Amiral Charner, French gunboat, 450 tons, Capt. Bismarck, at Hakodate

Annapolis, American gunboat, 1,000 tons, 10 guns, 177 h.p., Comdr. Karl Rohrer, at Aspin French gunboat, 475 tons, 3 guns, 450 h.p., Comdr. Journe, at Saigon

